

LEXINGTON CAR MADE HARD FOR AUTO THIEVES

Through Special Service Owners Are Protected Against Loss of Machines.

The holder of a stolen Lexington Minute Man Six car must avoid applying for service at the dealer service stations of this company in all parts of the country if he would avoid detection.

That is due to the fact that the Lexington goes farther than possibly any other company in the automobile industry to protect the cars of Lexington owners in case of theft. Lexington has printed blanks to cover car theft. When the theft of a Lexington car is reported these blanks are filled in and sent to all Lexington dealers, over 100 insurance companies, and others.

Dealers of the company are urged to be on the lookout for the stolen cars and to keep a careful record of the blanks. The blanks carry information as to where the car was stolen, who was the owner, serial number of the motor and of the car, make of tires with which it is equipped, with tire size, color of wheels and their type, whether wood, wire or disc; type of body and body color, chassis color, complete data on upholstery, and distinct marks of identification, such as dented fenders, mileage on speedometer, license number of car, and other information of this character.

GOOD TIPS FOR THOSE GOING ON MOTOR TOURS

Hints and Suggestions If Followed Will Save Time and Trouble.

As an aid to owners who desire to condition their cars for summer touring, the Chandler Motor Car Company has issued a list of hints and suggestions that should be of value not only to Chandler owners but to those who drive cars of other makes.

Among the more important points to be checked up are the following:

Examine the electrical equipment to make sure that the generator and ammeter are functioning properly and that lighting circuit, starter and horn connections are secure.

Lamps should have bulbs of equal candle power, have clean reflectors and be properly focused.

Test the steering gear to see that it does not bind at any point and is thoroughly lubricated.

Examine the brakes. Determine that they are free and do not drag with lever and pedal released, and that they hold with pressure even when pedal is depressed or lever drawn back. Brakes should be so adjusted that the car can be brought to a stop without grabbing.

Keep the radiator clean. Flush the water circulating system to remove any rust or sediment deposits, as these tend to heat the motor.

Be sure that all hose connections are changed once a year. Hot water rots the rubber, loosens up the fabric which gets in the way of the water, cutting down the efficiency of the cooling system.

Inspect wheels carefully and note any damage. Do they run true? Are the flange bolts tight?

Inspect alignment of front wheels. With the wheel camber approximately correct, the wheels point straight ahead. The distance between the fellow bands of the front wheels in front of the axle should be from one-eighth to one-quarter of an inch less distance than between the wheels back of front axle.

Correct wheel alignment saves tire wear and should not be neglected.

Proper inflation is as important as proper loads. Underinflation results in flexing of the layers of fabric, which causes early deterioration of the tire.

Do not change inflation pressure with change in atmosphere temperature. More damage results from trying to compensate for an increase in the tire temperature than is caused by the increase in temperature itself.

Change your tires from time to time. One side of a tire may show

CAPTAINS OF THE AUTOMOBILE INDUSTRY



FRANK B. ANSTED,

President Lexington Motor Car Company.

Frank B. Ansted was born December 22, 1881, at Racine, Wis. His father, Edward W. Ansted, president of the Lexington-Howard Company, at Connorsville, now the Lexington Motor Company, was prominently identified with the growth and development of the automobile industry. Frank B. Ansted decided to enter the automotive industry and, in 1914, he was appointed sales manager of the Lexington-Howard Company. In 1917 the name of the corporation was changed to the Lexington Motor Company, and that same year he was elected president, succeeding his father. "Being the son of a rich man can be either a great help or a terrible burden, depending on the son. If the young man has a decent share of common sense or ambition and if he likes to work for the fun of working, then he can put the opportunities of birth to wonderful use," says this son of a rich man who, although only thirty-eight years old, is the head of a large and growing automobile concern, and is one of the finest and most congenial young men.

more wear than the other. Turn it around.

The electrolyte of the battery should cover the plates by a half inch. Never use anything but distilled water in the battery.

Drain out all old oil in motor and replace with clean oil every 500 miles. Always make sure gauge

registers proper level and that pressure gauge indicates properly.

Examine all spark plugs. Clean and set all points at about 1.50 of an inch, or the thickness of a 10-cent piece, and in replacing be sure they set tight in cylinders.

Look over water cooling system and determine that there are no leaks.

Note operation of clutch and whether there is excessive play in clutch pedal.

Careful inspection of the car, checking the points outlined here, will minimize the attention the car might otherwise require en route and increase the pleasure of touring.

MOTOR TOURIST NOW MAIN ST. BEAUTIFIER

"Main street is being beautified through the automobile," said H. H. Rice, president of the Cadillac Motor Car Company, in commenting recently on the great increase in interstate touring by automobile owners.

"The man who travels retains many memories of civic beauties when he returns from a trip through some other part of the United States," asserted the Cadillac official. He is anxious to have his own town transformed into a place which invites tourists. He votes for better pavements, boulevard lights and modern school and municipal buildings. His pride in civic affairs can often be traced directly to the trip he took with his wife and family through some town in a different State.

RECOVER 2,120 STOLEN AUTOS SINCE DYER LAW

Force at Department of Justice Convicts 1,113 Persons Under New Statute.

Since the passage of the Dyer anti-theft automobile law in October, 1919, 2,120 automobiles worth, at a fair second-hand valuation, \$2,567,208 have been recovered by the Bureau of Investigation, United States Department of Justice, according to figures compiled by that bureau at the request of officials of the American Automobile Association. The department, according to these figures, has investigated 2,391 cases which involved 4,385 persons. There were 2,773 persons arrested, of which 1,533 were indicted and 1,113 convicted. These convicted persons received sentences amounting in the aggregate to 2,356 years, 6 months, 11 days, and paid fines to the amount of \$41,140. The American Automobile Association took an active part in supporting the Dyer anti-theft bill, which was prepared by Congressman L. C. Dyer of Missouri, who is an active member of the Automobile Club of Missouri and who was assisted in obtaining facts necessary for the preparation of this measure by the Automobile Club of Missouri and the A. A. A. Increased activity on the part of the Department of Justice is indicated by the figures submitted for the fiscal year ended June 30, which show that 1,644 cases, involving 2,985 persons, were investigated during this period. Of these, 1,850 were arrested, 1,070 indicted, and 699 convicted, receiving sentences aggregating 1,570 years, 1 month and 8 days. Fines imposed during this period amounted to \$24,590 and 1,220 automobiles worth, at their second-hand valuation, \$1,462,757 were recovered. A glance at these totals will show that more than 50 per cent of the cars recovered and convictions obtained since the passage of the Dyer law took place during the past fiscal year.

Any doubt as to the need for such a measure is dissipated by the presentation of the above figures, which show a material reduction in the percentage of motor cars stolen since the law went into effect, says American Motorist. Credit for the enforcement of this law, which has resulted in such a large percentage of arrests, is largely due to William J. Burns, head of the Bureau of Investigation, Department of Justice. Mr. Burns has given special attention to automobile thefts, realizing the extent of this industry, for it had become an industry, and has placed one of his best operatives on these cases.

The outstanding feature of the Dyer law is the fact that it places interstate transportation of stolen motor vehicles under Federal law and makes such an action punishable in Federal courts. Before the passage of this act there had been built up a great and growing traffic in stolen motor vehicles, conducted by bands of unscrupulous men who maintained assembling factories at various points and who, through their ability to transmute parts of various machines, one to the other, were able to so alter a stolen car as to make it practically unrecognizable to the original owner. State laws were inadequate to reach these men and the Dyer bill filled a long-felt want.

Not only do the efforts of the Department of Justice, backed up by the stringent provision of the Dyer law, militate against the automobile thief, but by decreasing the theft hazard they automatically tend to reduce the cost of theft insurance, in itself no inconsiderable item to the motorist. Just as hanging and electrocution have failed throughout time to prevent entirely the commission of murder and other capital crimes, so has the Dyer anti-theft law failed to prevent entirely the stealing of automobiles. So long as motor vehicles are made there is a certain class of men who will take the chance; no matter how desperate, of stealing them. This is because the automobile is a property with a fixed resale value, easy to move from place to place, and susceptible

through interchange of its component parts to alterations that would deceive the most closely observing owner.

On the other hand, however, the Dyer bill will reduce automobile thefts in the future as it has in the

past because of its drastic penalties for interstate commerce in stolen cars. The auto thief can never find a market for a stolen car in the immediate vicinity where it was stolen. He must move it to another section and generally figures on getting it into

another State before attempting to dispose of it. With this market closed by the Dyer law and the strict enforcement by Chief Burns and his operatives the motor vehicle thief finds it more and more difficult to dispose of stolen property.



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